

# WORK ZONE

## REDUCING MISHAPS BY 50%

## Aircraft Investigations

### What's Up With That 60-Minute Phone Report?

Just as you are putting the finishing touches on your CNO Aviation Safety Award submission, the duty officer calls and you hear those words you have been dreading since completing ASO school, "One of our aircraft just crashed!"

You race to the duty office with your mishap binder and begin the checklist. One of those items is a phone report to the Naval Safety Center. You've already notified everyone in your chain of command; why and what does the Naval Safety Center need to know in the first hour anyway?


You call the Naval Safety Center (dial 757-444-3520 and punch 1 or dial 757-444-2929) while everyone you have notified up to this point is asking a hundred questions: who? what? where? any injuries? The aircraft accident investigator at the Naval Safety Center has the answers for all these questions. The primary mission of our experienced investigators is to help you as the squadron safety officer investigate your mishap.

Your call to the Naval Safety Center allows us to quickly determine what assistance you'll need. Our investigator will use a boilerplate form (available at: <http://www.safetycenter.navy.mil/aviation/investigations>) to get specifics about your accident. As a general rule, an investigator will be sent to assist on Class A mishaps. Once on scene, he does not "take over" your investigation but assists you in the critical early stages. If an investigator is not sent to the site, we will assign one to answer your questions.

How long will our investigator remain on scene to assist? The short answer is as long as you need him, whether a few days or a few weeks. The NSC investigator will help you collect evidence and determine which components should be sent for engineering investigation (if required). He also will accompany the critical exhibits through the EI process as the AMBs direct liaison. Our investigator remains in contact with and is commit-

ted to the AMB up to SIR release, providing additional services and coordination as necessary, including a SIR draft review.

Another service we offer is flight-data analysis. Many of our aircraft have nonvolatile memory that is available post-mishap, some by design, such as FDR, CVDR (black boxes), and other sources, such as mission computers, maintenance computers and radar. Our flight-data analyst can extract electronic data from various sources and present this evidence to AMBs.

If you have questions about the services of the Naval Safety Center's Aircraft Mishap Investigation Division or want information about joining our team, contact Cdr. Bob Standley at (757) 444-3520 (DSN prefix 564), ext. 7233, or email: [Robert.Standley@navy.mil](mailto:Robert.Standley@navy.mil). Our investigations have ranged from the space shuttle to mishaps in such locations as Kenya and the Arctic icecap. More information can be found on our website at: [www.safetycenter.navy.mil/aviation/investigations/](http://www.safetycenter.navy.mil/aviation/investigations/). 

### Mishap-Free Milestones

HS-10	12 years	63,098 hours
VP-30	41 years	407,000 hours
HMH-465	15 years	40,000 hours
VP-45	36 years	226,000 hours
VAW-113	38 years	74,700 hours
VPU-2	23 years	58,700 hours